

RECORD OF FEEDER DRIVER TRAINING

DRIVER _____

TRAINER _____

DATE From _____ To _____

Day

	Training Location	Hours of Training		Trainer's Initials
		Planned	Actual	
Day 1	Introduction to Feeder Operations	Classroom	10 Min.	
	Driver Responsibility D.O.T. Regulations	Classroom	1 Hr.	
	Defensive Driving - 1st Three Filmstrips	Classroom	1 Hr. 30 Min.	
	Skid Control	Classroom	1 Hr. 30 Min.	
	Getting on & off Feeder Equipment	Shop or Field	15 Min.	
	Introduction to Feeder Equipment	Shop or Field	1 Hr. 25 Min.	
	Pretrip Inspection (Tractor)	Field	30 Min.	
	Coupling	Field	25 Min.	
	Pretrip Inspection (Trailer)	Field	20 Min.	
	Uncoupling	Field	25 Min.	
	Review and Explanation of Programmed Learning	Classroom	30 Min.	
Day 2				
Day 2	Written Quiz - Grade and Review Score:	Classroom	20 Min.	
	Defensive Driving - Last Two Filmstrips	Classroom	15 Min.	
	Safe Work Methods - Two Filmstrips	Classroom	15 Min.	
	Discussion on Operation of Feeder Equipment	Classroom	2 Hrs.	
	Driving Tractor Only (Trainer Demonstrates)	Field *	25 Min.	
	Driving Tractor Only (Trainee Drives)	Road	1 Hr.	
	Coupling and Pretrip	Field	30 Min.	
	Driving (Trainer Demonstrates)	Field *	15 Min.	
	Driving (Trainee Drives)	Road	2 Hrs. 45 Min.	
	Uncoupling and Post-trip	Field	15 Min.	
Day 3				
Day 3	Written Quiz - Grade and Review Score:	Classroom	20 Min.	
	Hazardous Materials Quiz Score:	Classroom	20 Min.	
	Safe Backing Habits	Classroom	15 Min.	
	Coupling and Pretrip	Field	20 Min.	
	Space and Visibility Explanation and Commentary (Trainer Demos)	Field *	30 Min.	
	Driving Practice (Trainer Drills Trainee)	Road	4 Hrs.	
	Safe Backing Practice	Field	1 Hr. 30 Min.	
	Uncoupling and Post-trip	Field	15 Min.	
	Training Evaluation U6356	Classroom	15 Min.	
	Safe Work Methods - Two Filmstrips	Classroom	15 Min.	
Day 4				
Day 4	Written Quiz - Grade and Review Score:	Classroom	20 Min.	
	Night Driving Hazards	Classroom	15 Min.	
	Safe Work Methods - Two Filmstrips	Classroom	15 Min.	
	Interstate Driving	Classroom	45 Min.	
	Automotive Maintenance	Shop & Field	1 Hr. 30 Min.	
	Coupling and Pretrip	Field	20 Min.	
	Driving Practice - Tractor-Trailer	Road	4 Hrs. 15 Min.	
	Uncoupling and Post-trip	Field	15 Min.	
	Training Evaluation U6356	Classroom	5 Min.	
Day 5				
Day 5	Written Quiz - Grade and Review Score:	Classroom	20 Min.	
	Couple and Pretrip	Field	20 Min.	
	Driving Practice - Loaded Trailer if Possible	Road	7 Hrs.	
	Uncouple and Post-trip	Field	15 Min.	
	Road Test U6220 - Filled out and Reviewed with Trainee	Classroom	5 Min.	

Total Training - Road-19:00 Hours Field-10:00 Hours Classroom-1 1 :00 Hours

• On Road Demonstration Time by Trainer

SUPPLEMENTAL INFORMATION

BOOKET MC-92-10-22



United Parcel Service

FEEDER DRIVER RECORD OF SAFETY RIDE

DRIVER JOHN DOE SS# 123-45-6789 FEEDER PATH SO. HOLLAND - INDIANAPOLIS - SO. HOLLAND
 START TIME 13:00 AM (PM) DATE OF OBSERVATION 1/15/92
 OPERATING CENTER SOUTH HOLLAND DEMONSTRATION TIME 1 HRS 25 MIN
 VEHICLE NUMBER(S) 202750-289760-298736 OBSERVER STAN SMITH
 DOT PHYSICAL DUE DATE 10/26/93 TYPE OF EQUIPMENT HDT 121 28FT.
 DATE OF LAST OBSERVATION 9/16/92 DRIVER LICENSE EXPIRATION DATE 10/26/93

INSTRUCTIONS: WRITE IN YES OR NO AS APPROPRIATE FOR EACH STATEMENT.

DOES DRIVER: USE SEAT BELT AT ALL TIMES? ☒ YES ☐ NO
 IF NO INSTRUCTIONS GIVEN: _____

1. PRE-TRIP INSPECTION OF VEHICLE

- YES Check general condition approaching vehicle
YES Check documents
YES Check engine and clutch oil, coolants, where applicable
YES Look for leakage of coolants, fuel, lubricants
YES Check steering
* NO Check exterior of vehicle — tires, all lights, horn, doors, glass, windshield wipers, body damage, brake and light lines, mirrors
YES Check brake action, tractor protection valve, relay emergency valve
YES Check proper 5th wheel coupling — visual
YES Check emergency warning devices, fire extinguisher, tire chains, tow air pressure warning
YES Make test stop before leaving property

2. ENGINE

- YES Start engine without difficulty
YES Allow proper warm-up/cool-down period
YES Understand gauges on instrument panel
* NO Maintain proper engine RPM while driving
YES Have basic knowledge of engine
* YES Abuse engine (lug) or overspeed

3. CLUTCH AND TRANSMISSION

- YES Start vehicle smoothly
* NO Use clutch properly
YES Shift gear smoothly
YES Use proper gear sequence

4. BRAKES

- YES Understand operating principles of brake system
YES Stop smoothly without rebound
REV. Use brakes properly on hills (no fanning) NO HILLS
YES Use trailer brake properly

5. COUPLING AND UNCOUPLING

- YES Line vehicle up properly
YES Keep air lines and light cord clear
* NO Secure trailer against movement
YES Couple air lines before backing under trailer
* NO Charge system correctly
YES Back under trailer slowly
YES Check coupling correctly
YES Handle landing gear correctly
YES Use tractor park brake valve correctly
YES Check safety chains on dolly

6. STEERING

- NO Oversteer
NO Allow vehicle to wander or float on turns
YES Have proper driving posture and grip on steering wheel
* NO Stay centered in lane of travel

7. LIGHTS

- * NO Use proper headlight beam for conditions
YES Dim lights when meeting or following other traffic
* NO Adjust speed to headlight spray
REV. Use four-way emergency flasher properly
NO Signal other drivers improperly

8. STOPPING

- YES Check traffic to rear when stop or slow-down is anticipated
YES Give warning signal for following traffic
YES Avoid sudden stops
YES Stop behind stop line or crosswalk
YES Stop before crossing sidewalk when coming out of driveway or alley
* YES Stop too close to vehicle ahead

9. PARKING

- REV. Hit curb } NO CURB PARKING
REV. Park too far from curb }
NO Fail to secure vehicle properly
REV. Signal properly } NO CURB PARKING
REV. Check traffic before pulling from curb }
REV. Park off pavement on highways }
REV. Chock wheels on hilts where applicable

10. BACKING

- YES Avoid unnecessary backing
YES Check rear before backing — sound horn
YES Look back as well as check mirrors
YES Avoid backing from blind side
YES Get out and recheck conditions on long back
YES Control speed and direction properly

11. TURNING

- YES Signal in turn at least 100 feet in advance
YES Get in proper lane well in advance
YES Check traffic conditions and turn only when way is clear
* YES Swing wide or cut short while turning
* NO Turn at safe speed
YES Use turn signals correctly
* NO Select correct gear prior to turn point

12. TRAFFIC SIGNS AND SIGNALS

- * NO Approach — prepared to stop
* YES Run yellow light — point of decision
NO Start too fast or too slow on green light
NO Fail to notice or heed traffic signs
YES Come to full stop at stop sign

13. INTERSECTIONS

- * NO Approach — prepared to stop
YES Check for clear intersection regardless of traffic controls
YES Yield right-of-way at all times

14. RAILROAD GRADE CROSSINGS

- YES Approach — prepared to stop
YES Check warning lights
YES Select proper gear before crossing
YES Make safe stop if necessary

Triple Trailer Vehicle Training — Day 1

- I.** Introduction to triples operations
 - A.** **Triples** operation benefits
Location/Time: Classroom, 5 minutes
 - B.** Driver **qualifications**
 - 1.** State/Federal requirements
 - 2.** Driving record
Location/Time: Classroom, 10 minutes
Training Reference: DOT' Regulations
- II.** Driver responsibility
Location/Time: Classroom, 30 minutes
 - A.** Triples permits can be revoked
 - 8.** Safety record of triples operations
 - C.** Our public image and regulatory agencies
 - D.** Additional size and weight
- III.** Equipment
Location/Time: Classroom, 30 minutes
 - A.** 28-Foot Trailers
 - B.** Tractors
 - C.** Matching equipment
- IV.** **Coupling/pre-trip** inspection
Location/Time: Classroom, 15 minutes
Training Reference: Coupling Pre-Trip Worksheet
 - A.** Correct methods
 - B.** Inspections
- V.** On road operation
Location/Time: Classroom, 2 hours
Training Reference: **20-Hour** Defensive Driving Course
 - A.** Defensive driving
 - B.** Equipment characteristics
 - C.** Driver health

VI. Post-trip inspection/coupling

Location/Time: Classroom, 15 minutes

Training Reference: Post-Trip Uncouple Worksheet

- A. Proper methods
- B. Inspections

VII. Introduction to equipment

A. Railer

Location/Time: Shop or Field, 30 minutes

- 1. Length
- 2. Height
- 3. Air lines/electric cords
- 4. Landing gear
- 5. Wheels/springs/suspension
- 6. Air reservoirs
- 7. Registrations

B. Dollies

Location/Time: Shop or Field 15 minutes

- 1. Eye of hitch
- 2. Air lines/electric gear
- 3. Tires/hubs (L&R)
- 4. Mud flaps
- 5. Lights/reflectors
- 6. Air tank/quick-release valve

VIII. Pm-trip inspection

Location/The: Field, 30 minutes

- A. Tractor
- B. Trailer

IX. Coupling

Location/Time: field, 1 Hour

X. Driving practice

Location/Time: Road, 30 minutes

XI. Post-trip/uncouple

Location/Time: Field, 30 minutes

Triple **Trailer** Vehicle Training - D a y 2

Train on scheduled run. Complete Feeder Driver Record of Safety Ride (016356).

Triple **Wailer** Vehicle **Training** - D a y 3

Train on scheduled run. Complete Feeder Driver Record of Safety Ride (016356).

Note: Day Two and Day Three training must take place regardless of driver's previous experience.

Why Do We Operate Triple 'Railer Vehicles?

Multiple trailer vehicles provide an efficient mode of transportation. UPS has used triple trailer vehicles since the early 1970's to increase operating flexibility,

UPS is a recognized leader in the transportation industry for seeking innovative ways to reduce cost. Triple trailer operation helps **reduce** the cost of package distribution.

Driver Qualifications

UPS drivers are highly qualified. Careful screening and selection is important during driver selection and qualification. The driver must meet UPS, federal and state guidelines. Triple trailer drivers must have **five** years tractor-trailer experience, three years of safe driving and be at least 25 years of age.

Every UPS driver is responsible for their driving record, whether driving a UPS vehicle or not. UPS will not hesitate to remove a driver from service who will not, or cannot, demonstrate this responsibility.

Driver Responsibility

Triple trailer vehicle operating permits can be **revoked**. UPS must apply for triples permits and they are granted only to qualifying companies. Qualification can be revoked if the guidelines of the triples permit are violated.

UPS is committed to meeting all requirements for triples permits. All drivers must operate their triple trailer vehicle within those requirements. Failure to do so can jeopardize the entire triples permit for **that** state. Once lost, a subsequent permit is extremely difficult to obtain.

Safety Record of **Triples Operation**

The accident frequency involving triple trailer vehicles is a fraction of other vehicle types. Most triple trailer drivers take great pride in their skill and ability. This extra attention seems to pay off in much **lower** accident frequencies.

Image

Due to the size of the triple trailer vehicle, the driver must exercise extra caution, courtesy and consideration for other motorists and pedestrians. At no time should a driver use the site of their vehicle to intimidate other drivers,

Additional Size and Weight

Triple trailer vehicle operators should know the extra size and weight of the vehicle they control. Triples can approach **100** feet in length and can weigh up to 105,000 pounds. Triples operators must make allowances for decreased acceleration and increased passing time. The stopping ability of a triple trailer vehicle is affected by its extra weight.

Equipment

28-Foot Trailers (T-283)

Triple trailer vehicles are usually made with three **28-foot** trailers and two doilies. Most locations require the trailer to be equipped with spray suppressant devices (skirts). **Operational "snubbers"** may also be required.

Tractors

All triple trailer tractors must carry a triples permit in the cab. The permit can be a copy of the original. Tractors with adequate horsepower must be dispatched for triple runs. Tractors should be selected based on anticipated speeds, **terrain** and traffic conditions. Only cab-over tractors should be used with triple trailers.

Matching equipment

Triple trailer units should be composed of identical size trailers. Mixing different size trailers could create a safety hazard. A 96-inch wide trailer behind a **102-inch** trailer can be difficult for the driver to see.

Coupling and **pre-trip inspection** methods

Proper safe work methods must be followed at all times in the operation of triple trailer vehicles. These methods were developed from years of UPS experience and are designed to provide maximum safety and efficiency. UPS feeder trainers must hold drivers accountable for following proper methods. Safe work methods are incorporated into time allowances.

Inspections

Triple trailer vehicles must be thoroughly inspected prior to leaving UPS property. **Emphasis** should be placed on coupling, tires and steering controls. **The** driver must be sure that all fifth wheel plates have a **sufficient** layer of lubrication.

Vehicle mirrors must be adjusted correctly for maximum visibility. The convex and plane mirrors should be adjusted to **overlap** viewing areas reducing the driver's blind spot.

On-road operation/defensive driving

Triple trailer drivers must always drive defensively and never assume other motorists will perform the correct driving maneuver. Defensive driving professionals always make allowances for the mistakes of other drivers.

Using The Five Seeing Habits gives drivers the space and visibility necessary for defensive driving.

Equipment characteristics

Triple trailer drivers should know the handling characteristics of their equipment. Every vehicle has its own handling characteristics. Drivers must demonstrate confidence executing: left and right 90 degree turns, button hook turns, braking without rebound, passing, mirror **use and** smooth steering.

Drivers must demonstrate proficiency when coupling, **uncoupling** and backing.

Emotional and physical health

Drivers must be in good emotional and physical health.

A second job, family problems or even a strict diet can affect health. Drivers taking prescribed medication should be aware of any side effects that might affect their driving ability. Adequate sleep is important to maintain alertness.

Post-trip Inspections/uncoupling methods

The post-trip should be conducted in conjunction with the uncoupling procedure. The proper setting for all controls (**4-ways**, hand valve, all lights, etc.) must be demonstrated prior to beginning the **post-trip/** uncoupling routine.

Post-trip inspections are important because any defect can be identified and repaired before the equipment is dispatched again. Post-trips should always include the vehicle's lights, tires and wheel hubs.

Triple Trailer Vehicle Driving Shrill Outline

I. Couple and ~~pre-trip~~ triplet

Time: Classroom, 45 minutes

A. Proper methods

B. Allotted time

II. On-road demonstration

Time: 1 hour minimum

A. 90 degree right turns

B. 90 degree left turns

C. Proper **steering**

D. Lane changes

E. Use of mirrors

F. Use of Five Seeing Habits

G. Confidence with equipment

III. Post-trip **and uncouple**

Time: 20 minutes

A. Proper methods

B. Allotted time

Triple Trailer Training

Couple and **Pre-Trip** Methods for **Triple Trailer** Vehicles

Coupling and **pre-tripping** triple trailers should be **performed** using correct methods. These guidelines are from the Corporate Feeder Audit Worksheet.

Coupling and pre-trip skills demonstration:

- Select and position three individual trailers and two converter gears.
- Assemble a set of doubles in normal manner.
- Couple third trailer and second converter gear to set of doubles to create a triple trailer vehicle.

Pre-trip the triple trailer vehicle as outlined on Form Five of the Corporate Feeder Training Audit Worksheet. Proper mirror adjustment should be included in the pre-trip.

On-Road Demonstration

90 degree right turn:

- Execute 90 **degree** right turn without using oncoming traffic lanes or striking the right curb with any tire.
- Execute "button hook" (90 degree turn) that provides maximum maneuvering room while keeping vehicles and pedestrians away from the vehicle.
- The driver should exhibit confidence and perform the maneuver without abusing the equipment.

90 degree **left** turn:

- Execute 90 degree left turn.
- Turn **should be executed** without any part of the unit crossing into the oncoming lane of traffic.

Triple Trailer Training

Proper Steering

The driver must demonstrate correct steering. The most important steering maneuvers are lane changes, passing and **turns**. **The driver** must also keep the vehicle centered in turns and on straight-aways.

Two hands must be kept on the steering wheel at all times (except for **momentary** operation of other controls). Push-pull steering should be used when going into and coming out of turns. Smooth steering creates maximum triple trailer vehicle stability.

Lane changes

Lane changes should be accomplished with care and caution. The driver should never crowd other vehicles or be discourteous to other motorists.

Use of mirrors

The vehicle's mirrors should be adjusted during the pre-trip. Drivers must use their vehicle's mirrors frequently. Drivers should be able to explain what is meant by triangular viewing and how to incorporate frequent mirror checks into their eye movement pattern.

Intersection follow-up and rear trailer follow-up should **also** be explained. The driver must frequently **check** mirrors when passing other vehicles to **be sure** they **stay in the center of** their lane. Checking the mirrors also helps determine when to safely return to the right lane. Drivers should never rely on on-clear signals from other motorists to return to the right lane **after** passing.

Confidence in handling equipment

Drivers should demonstrate skill and confidence handling any vehicle they are qualified to operate. Triple trailer vehicle on-road demonstration should include traffic and road conditions encountered on a normal trip.

Post-trip and uncouple methods

The triple trailer vehicle post-trip should be conducted with the uncoupling procedure. Use the methods on Form Five of the Corporate Feeder Training Audit Worksheet. The post-trip and uncoupling should be done in a smooth and systematic manner. The **post-trip** and uncoupling demonstration should involve the inspection and staging of **all** units of the triple trailer set.

Allowed time

The demonstration of the post-trip and uncoupling should be timed to compare the employee's actual performance with the predetermined allowance established by Feeder Industrial Engineering.